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Hongkong, 2nd August, 1912. [a157]

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TELEGRAPHIC ADDRESS "COMFORT,"
Hongkong.
Hongkong, 1st September, 1910. [a39]

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Hongkong, 4th December, 1907. [a37]

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M. J. NATHAN, Manager.
Kowloon, 27th June, 1912. [a556]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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BIRTH.

On August 5th, at the Government Civil Hospital, the wife of Mr. J. N. OLLIV, of a son.

HONGKONG OFFICE: 10A, DES VEXES ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 6TH, 1912.

THE appointment of Dr. MORRISON as Political Adviser to the President of the Chinese Republic is a step in the right direction. This recognition of China's need of competent foreign assistance tends to strengthen confidence in the stability of the new régime. All who sincerely wish to see China progress, politically, economically and socially, will hope that this appointment is but the first of many in various branches of the Government. When Japan, half a century ago, decided to bring herself into line with the Western nations she began by engaging trained men by the hundred, some few of them as advisers to the State Departments, but the great majority of them as teachers merely; in workshops as well as in schools, and she continued to engage this expert assistance down to very recent years, until her people had gained sufficient knowledge and experience in the arts of government and in industrial science to enable the nation to stand upon its own feet as it were. To-day we see Japanese shipbuilding yards turning out some of the finest ships afloat, as well as freight and passenger steamers; we see Japan with a Navy which has won the admiration of the world, and a huge mercantile marine, trading with all parts of the world, managed and now almost entirely navigated by her own nationals. Japan now stands in no need of foreign assistance in building her rail ways,

her docks and harbour works. Her resources are well exploited and modern industries of all kinds are initiated and developed by her own experts. Her laws and their administration have been brought into line with Western ideas of justice, and her national progress in all directions has been such, in the short space of half a century since the country emerged from feudalism and isolation, as to make her an important factor in world politics. We do not imagine that China in fifty years could do what Japan has done. The mind of a huge nation like China cannot be moulded and directed so easily as the indefatigable Reformers of Japan were able to change the sentiment of their nation. They were confronted at the outset by difficulties of a very similar character to those which confront the statesmen of China to-day. Suspicion and jealousy of the foreigner were widespread. Suspicion has long ceased to exist and what jealousy remains is of a kind which is common in all countries which have to meet foreign competition in trade. It is as acute in England or in Germany as in Japan; but the best minds of all nations recognise that there is an element of goodness in international rivalry, and in newly awakened countries like Japan and China the foreign standard is one which represents the goal yet to be reached and for the attainment of which the national energies must be bent. Japan has shown China the path of progress. The leading spirits of the Revolution in China have carefully watched Japan's progress; are aware how much she is indebted to foreign advice and instruction; but there seems to be a self-sufficiency about so many of the Chinese students who have returned from schools and colleges in Japan, in America and in Europe, which rather encourages than deprecates hostility to foreign assistance. They imagine that the theoretical training they have received qualifies them to undertake tasks which in the West would be entrusted only to men of great practical experience. This delusion has to be shattered before substantial progress is made in China. Apart from the engagement of Dr. MORRISON as Political Adviser to the President, there is no news yet of any other Adviser having been appointed. The report of Sir FRANCIS FREEMAN's appointment as Legal Adviser still remains unconfirmed, and even the Ministry of Communications, we believe, has been without a Foreign Adviser since the Revolution. In this Department especially a Foreign Adviser would seem to be urgently necessary, if the report is true that the Department has decided to dispense at this early date with foreign management of the Postal Service which the late Sir ROBERT HART so recently inaugurated, and which has been developing rapidly into a great national organisation under the fostering care of the Maritime Customs Administration. In the matter of railway construction, however, the Government recognises that this is a field in which foreign assistance is essential. The appointment of Mr. COLLINSON, of Shanghai-Nanking Railway fame, to superintend the construction of the Hupoh section of the important trunk line of railway which is designed to connect Canton with Hankow, has been confirmed by the new Government, but, until the country becomes more settled than it is, there seems little prospect of rapid progress with this great undertaking. It is marvellous, when we reflect on the whole position, that handicapped as the Government is by want of funds, it has succeeded in keeping the unruly elements so well under control. But China is a perplexing country and cannot safely be judged by ordinary standards. The outlook has seemed exceedingly dark, yet there are glimmers of light which encourage the belief that she will "somehow muddle through," but if China aspires to emulate the rapidity of Japan's transformation, she must not despise the means by which it was so largely effected.

Yesterday a child fell from the second storey of a building in Lyndhurst Terrace and was seriously injured.

A fine of two dollars or seven days in prison was yesterday imposed upon a Chinese convicted of cruelty to a chicken.

A lady resident in the Hongkong Hotel reports to the police that she had lost her brooch valued at \$400. She believes that she lost it in the drawing room of the hotel. She offers a reward of \$50 for its recovery.

For being in possession of 97 tael of opium a Chinese was at the Magistracy yesterday fined \$1,000. He told the Magistrate when arrested that he had two babies in his arms, but he did not know where they were. His Worship (Mr. Irving) did not attach any importance to the statement.

A simple old woman who believed that a certain man possessed certain psychic powers gave him \$90 in order that he might reveal the future to her. All that she learned was that the man disappeared and with him the dollars.

An armed robbery is reported from Cato Island, where six men entered a shop on Sunday and stole goods and money to the value of \$300. As they were leaving they fired on the shopkeeper, who returned the fire. One man was eventually arrested.

The death is announced of Mr. David Campbell, manager of Messrs. Lane, Crawford & Co., Shanghai. The sad event occurred somewhat suddenly last Wednesday. He had been at business two days previously, but was compelled to remain at home on account of indisposition believed to have been the result of the unusual heat. Mr. Campbell had been long resident in Shanghai. He was first in the firm of Weeks & Co., but joined Lane, Crawford & Co. in 1890, and was appointed manager about the year 1901. He was a prominent Mason and a life member of the Recreation Club. He leaves a widow and two step-daughters, and a son who is in the firm of Butterfield & Swire at Hongkong.

Mr. Sugden, the Commissioner of Customs at Hankow, notes in his annual report that the amount of tea used on steamers has increased greatly, 2½ million lbs. being bought in 1911 on the London market for this purpose; but the quality provided, he says, is generally a disgrace to owners, who appear to consider that as tea is most welcome to passengers, the "coolie" quality is good enough for them, even on lines running to the East.

Strangely enough, the local river steamers, while specially catering for Chinese passengers, do not supply them with tea, which is one of their greatest needs, and the first line to supply such a convenience, Mr. Sugden suggests, would probably find a great increase in its popularity.

In his annual report the Commissioner of Customs at Hankow writes:—"With local desolation and general disturbance, it is hard to prophesy when Hankow will recover—an old, experienced Chinese merchant holds not sooner than 30 years; the writer, with eight years experience of its growth under great difficulties, expects that the third year of a settled Government will see its trade greater than ever. Immense sums will have to be spent on the new city and raising the laird behind; but it is only reasonable to suppose that China as a whole will come to the aid of the place which has been destroyed in establishing the Republic. The local leaders have shown sense throughout, and may be expected to rebuild the city properly."

The Hunanese people have the reputation of being anti-foreign. Mr. O. E. S. Wakefield, the Acting Commissioner of Customs at Changsha, contradicts this opinion in his annual report. He says: "Though it may be held that there is a strong feeling of 'Hunan for the Hunanese,' and that foreign enterprise has not been welcomed in the past, and although there have been three attacks on foreign lives or property during the past twelve years (due in each case to some special cause), yet it can be said truthfully that in no part of China, or even in any country in the world, will foreigners receive more consistently courteous treatment than they do in the interior of this province." Mr. Wakefield states from an experience of four and a half years in the province that he has never heard one rude word addressed to a foreigner.

LOCAL SPORT.

LAWN TENNIS LEAGUE.

KOWLOON THE CHAMPIONS.

The deciding match for the League Championship between Kowloon and Queen's College was played at Happy Valley on Saturday, Kowloon winning by 52 games to 47.

LAWN BOWLS.

TAIKOO V. POLICE.

Police, the League Champions, met their first reverse on Saturday at the hands of Taikoo. Scores:—

POLICE.	TAIKOO.
W. Gerrard.	H. Harron.
R. Fenton.	T. Worth.
K. McLennan.	A. Hamilton.
D. McFarland.	J. Ferguson.
(skip)	(skip)
13	25

POLICE.	TAIKOO.
A. Clark.	T. Grimshaw.
W. Spillet.	W. Dickie.
W. Stuart.	H. Dinnen.
W. Cameron.	T. Scott.
(skip)	(skip)
21	17

POLICE.	TAIKOO.
J. Grant.	D. Dorrington.
A. Gordon.	J. Weir.
D. Goutlay.	A. Currie.
W. Pitt.	W. Waterspoon.
(skip)	(skip)
13	19

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TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

A WINTRY BANK HOLIDAY.

SNOW AND FROST IN GREAT BRITAIN.

LONDON, August 5th.

The weather reports for the beginning of the holiday month are of a "Christ-massy" character. It is the coldest August for half a century. The Grampian Mountains are snow clad. The haymakers at Stainmore in Cumberland engaged in a snowballing match. There are sharp frosts, even seven degrees of frost, in many parts of England.

STORMS AND FLOODS.

BOY SCOUTS DROWNED.

LONDON, August 5th.

Yesterday was a day of storms and floods, and many drowning fatalities are reported.

A cutter containing 23 Boy Scouts and other passengers capsized off Shoppey and nine scouts were drowned. Coastguards rescued the others.

Four Boy Scouts were drowned while bathing at Rottingdean, near Brighton.

SUCCESSFUL AEROPLANE TRIP
ENDS IN DISASTER.

LONDON, August 5th.

Mr. Moorhouse, an English airman, with two passengers, has crossed the English channel from Douai to Ashford in an aeroplane built to carry five persons. The machine was smashed on landing by collision with a tree which it uprooted. The occupants, however, were not injured.

They had travelled 140 miles in two hours.

THE AMERICAN PRESIDENTIAL
NOMINATIONS.

MR. ROOSEVELT'S CANDIDATURE.

LONDON, August 5th.

According to news from Chicago, forty-seven States are sending delegates to the National Progressive Convention, which opens to-day, for the purpose of nominating Mr. Roosevelt for the Presidency.

Many women delegates, who are Suffragists, will take an important part in the proceedings.

CENTENARY CELEBRATIONS AT
KRUPPS.

LONDON, August 5th.

Reuter's correspondent at Essen telegraphs that the celebrations in connection with the centenary of Krupps were inaugurated by a meeting in honour of the 891 long service employees. Herr Krupp Von Bohlen Halbach, head of the firm, paid an eloquent tribute to Germany's first workman, the Emperor. An old foreman replied, eulogising Krupps. As many as 71,000 will participate in the five days' festivities.

The Emperor and Count Bothmann von Holfweg will attend.

ENGLISH YACHTSMEN ARRESTED
IN GERMANY.

LONDON, August 5th.

The *Local Anzeiger* states that five English yachtsmen have been arrested on suspicion (of espionage?).

Two are alleged to have landed and photographed new torpedo-shooting stands. The yacht was searched and many photographic plates of harbours were found.

THE RECENT EMEUTE AT
KHOTAN.

CHINA CONCEDES RUSSIA'S DEMANDS.

LONDON, August 5th.

Reuter's correspondent at Peking telegraphs that China has agreed to the Russian demands in respect of the killing of Russian Mussulmans at Khotan in Turkistan last month. The prefect and magistrate have been dismissed, and the officer responsible for the action of the troops will be tried in open court. The Russian Consul at Kashgar and the Chinese local officials will fix the amount of compensation to be paid.

FRENCH SEAMEN'S STRIKE
ENDED.

LONDON, August 5th.

A message from Havre states that the seamen who went on strike in June, recognising the hopelessness of their position, have resumed work.

[THROUGH REUTER'S AGENCY.]

THE NAVAL SITUATION IN
EUROPE.

LONDON, August 5th.

Comment on the Franco-Russian Naval Convention, which it is proposed to enlarge, is crystallising into speculation as to how it affects the Mediterranean, and whether it will provide for the co-operation of the Black Sea Fleet in certain eventualities.

The Austrian Press discusses the possibility of the establishment of Russian, French and Italian naval bases in the Aegean islands, in which case Austria would certainly submit a similar claim.

The *Times* Paris correspondent says he has good reason for believing that an exchange of views between France and Great Britain preceded the conclusion of the Convention.

IMPENDING CHANGES IN THE
BRITISH CABINET.

LONDON, August 5th.

The *Times* says it has reason to believe that changes in the Ministry are pending involving a bye-election in Scotland.

Rumours that the Master of Elibank is relinquishing his duties as Patronage Secretary are revived.

LORD GLADSTONE.

LONDON, August 5th.

It is possible that Lord Gladstone, who has just arrived in England, may not return to South Africa.

TURKISH POLITICS.

LONDON, August 5th.

Reuter's correspondent at Constantinople wires that the situation is disquieting. The Committee of Union and Progress has induced the Chamber to adopt a motion to interpellate the Minister for War, whom they accuse of complicity in the Military League which demanded the dissolution of the Chamber.

Eighty officers, partisans of the Committee of Union and Progress, at a meeting at Liberty Hall, resolved to prevent the illegal dissolution of the Chamber.

The Cabinet, sitting late, is believed to have decided to act vigorously and arrest a number of officers.

LATER.

The Senate at Constantinople has adopted a Government motion interpreting the constitution.

An trade dissolving the Chamber is expected to-day.

BOMB OUTRAGE IN TURKEY.

LONDON, August 5th.

A message from Salonika states that on Friday two bombs were exploded in the market place of Uskub, killing two Jews, four Moslems and 32 Bulgars, while three Moslems and 11 Bulgars were wounded.

FIGHTING IN THE BALKANS.

LONDON, August 5th.

Reuter's correspondent at Cetinje telegraphs that fighting took place between Turkish and Montenegrin frontier guards, lasting till late in the evening. The Montenegrins allege that the Turks were the aggressors. The Montenegrins stormed the Turkish entrenchment. Fifty Turks were killed, the Montenegrin casualties being 12 killed and 15 wounded.

THE BOXING CHAMPIONSHIP.

LONDON, August 5th.

A Sydney telegram states that Langford claims the boxing championship in view of Johnson's reported retirement.

DUTCH OIL CONCESSIONS IN THE
EAST INDIES.

At the annual meeting of the shareholders of the Royal Dutch Petroleum Company the management was asked whether attempts had been made to prevent the concessions for the exploitation of the oilfields in the East Indies being granted to the recently-formed Dutch Colonial Petroleum Company. The manager replied that they would wait to see how the Government would act, and he hoped that no concessions would be granted to any combination of the Standard Oil Company.

Although it is reported that 51 per cent. of the shares of the Dutch Colonial Company is in the hands of the American Petroleum Company, the manager stated that no concession can be granted to the company without a majority of the management being Dutch.

After the close of the meeting the Amsterdam correspondent of *The Times* learned that the Dutch Colonial Company may not exploit the concessions in India, but that the Government will probably grant them to the Royal Dutch Company.

CUSTOMS COMMISSIONERS AND
THE REVOLUTION.

The following remarks on the Revolution are made by Mr. R. de Luca, Commissioner for Nanking, in his annual report:

On the 11th October the revolution aiming at the overthrow of the Manchu dynasty and the establishment of the Republic of China began its victorious career, at Wuchang, in Hupoh, and the excitement it caused all over the land was immediately intense at Nanking. Great apprehension and anxiety prevailed in official circles, as also among the gentry and the well-to-do mercantile classes, a collision appearing possible at any moment between the Manchus of the Tartar city, under Tartar General Tieh Liang, and the modern-drilled troops. The more wealthy of the Nanking population soon commenced departing to places of safety, principally to Shanghai, and the end of the month approached the exodus became more general, carriage traffic along the Maloo to Siakwan continuing uninterrupted night and day. With the help of General Chang Hsun commanding the river defence forces of Kiangnan, the Viceroy, Chang Jen-chun, was able to control the situation until the night of the 17th November, when an apparently premature revolutionary rising at the modern goal in the city led to matters being practically taken out of his hands by General Chang, who assumed supreme authority and ordered all the city gates to be kept closed on the morning of the 18th. Permission was obtained for the exit of foreigners, and the foreign women and children were sent away on that, and the immediately following days. During the ensuing fortnight the gates were opened daily for about a couple of hours. Order was maintained inside the city; but nevertheless, panic reigned, and huge crowds abandoned Nanking, pouring out of the Wei Feng Gate or I Feng Gate as it is more generally called, through Siakwan, with as much of their more valuable belongings as they could carry. It is calculated that at least two-thirds of the population departed altogether during October and November. On the evening of the 17th the staff at the station and the rolling-stock of the Shanghai-Nanking Railway were withdrawn, and although the river steamer service proceeded as usual—a feature being the enormous number of passengers carried in every available foot of accommodation, including the decks and the cargo space—trade came practically to a standstill. On the 25th, for the first time, the I Feng Gate failed to be opened, and this was due to the approach of the Republican forces along the railway line from Chinkiang. They advanced from the south-east, and their attack was directed against the T'ung Men, the Chiao Yang Men and the South Gate. The same day the forts below Nanking, at Tiger Hill, Mo Fu Shan and Wu Lung Shan surrendered peacefully and were occupied at once by the Republicans, and thus the investment of the city began. The following day the above forts opened fire on Nanking, and exchanged a number of shots with the Lion Hill Fort at the north end of the city, overlooking Siakwan, while the attack proceeded at the south and south-east. On the 27th several men-of-war flying the new flag came up from Chinkiang to support the operations, which now showed signs of more directly affecting Siakwan, thus rendering necessary the departure up river to a place of safety, in the vicinity of Wylie Point, of the hulks belonging to Messrs. Jardine, Matheson & Co., Butterfield & Swire, Melchers & Co., and the Nishin Kisen Kaisha respectively, which were towed up the river by steamers of the companies concerned—a fifth hulk, that of the China Merchants Steam Navigation Company, remaining in port. The Customs House and the post office were temporarily established on board of junks hired for the purpose, which were also transferred to Wylie Point, in order to enable work to be carried on as far as possible. The foreign men-of-war in port moved up stream out of the line of fire, but not very far. Heavy firing, especially at night, continued during the week, and the lower peak of Purple Mountain which had been held by General Chang's men, was finally carried; so that on the 1st December the back of the defense was broken and General Chang endeavoured to come to terms. Not being willing to accept the conditions offered, he escaped from Nanking, together with the Viceroy and Tartar General, through the Han Hsi Men during the night, when the attack was being pushed with great vigour. On the morning of the 2nd December the city surrendered and the Republican troops entered at once by the Tai Ping and South Gate. Soon after 7 a.m. the white flag was flying on Lion Hill, the Drum Tower, and other prominent positions. Measures were taken to maintain order and protect property; but, unfortunately, certain troops got out of hand on the 3rd and it proved impossible to restrain them from practically destroying the Tartar city, including the Tartar General's spacious yamen. Otherwise neither the city nor Siakwan had suffered any damage worth mentioning, as the bombardment was restricted to the forts and gates. Customs work was retransferred to Siakwan and the Customs House was opened again on the morning of the 4th. The post office was also reopened and the hulks towed back to their moorings in port. The Imperial troops at Pukow evacuated the positions they held there and joined General Chang, who had crossed the river some miles above Nanking, and proceeded along the Tientsin-Pukow line to Suohowfu in North Kiangnan. The end of the month saw the Provisional Government established at Nanking, where the provincial delegates proceeded on the 29th to elect Dr. Sun Yat-sen (Sun I-shien), also known as Sun Wen, to be Provisional President of the Republic of China. On the 29th and 30th what might be termed a quene-cutting campaign was undertaken by certain of the soldiery in and around the city, and astonishing numbers of queues fell in the streets to the somewhat vigorous methods of the extemporised hairdressers, who extended their operations even to beggars.

HOME AND CHINA AFFAIRS

[FROM OUR OWN CORRESPONDENT.]

LONDON, July 10th.

CATTLE DISEASE.

The outbreak of foot and mouth disease is the latest anxiety of poor John Bull. He already had labour agitators, suffragettes and State insurance troubles, but the disease among the cattle has come on the top of all his wet summer worries as "about the last straw." When the announcement was made in the House of Commons that the exhibition of hoofed stock had been prohibited at the Royal Show in Yorkshire, something like a sensation was felt all over the country. To run the show with the two thousand best exhibits absent is pretty much like Hamlet with the Prince of Denmark left out. The disease is said to have been traced to Dublin and in spite of official assurances there is an uneasy feeling that had proper precautions been taken it would not have spread to several places in the north of England. The Irishmen, as usual, are restive under the suggestion that the Emerald Isle produced the germs of the outbreak, and they are trying to make out that the trouble was really introduced to their green isle by some offending beast from the English side of the water. But as two cases in England came from different parts of Ireland there would seem to be an end of that plea. A possible explanation of the outbreak is that the disease was conveyed to Ireland through the medium of hides or animal foodstuffs from the Continent, where it is seriously prevalent to-day. As there is no difficulty in diagnosing it and there seems to be no doubt that it existed in the vicinity of Dublin for a fortnight before becoming a matter of official precautions, it indicates a state of things that will need a lot of explanation in the House. At first it was thought that the price of meat would be seriously affected, and this may yet prove to be the case, but for the present the difficulty has been partly met by the sending of Liverpool butchers to Ireland to slaughter and dress the cattle which under the present regulations cannot be moved alive. In certain specified areas, around Liverpool, Manchester and other affected districts, moving cattle has been prohibited, so that no cattle can be taken into, out of, along, over or across any road in the prescribed districts till the regulation is removed on the stamping out of the disease. But special arrangements are now being made to slaughter fat cattle at the foreign animals' wharves at Glasgow, Birkenhead and Bristol, to supply the requirements of the markets as far as possible.

A LECTURE ON SARAWAK.

The Oriental Circle of the Lyceum Club had a very interesting address the other day by the Rani of Sarawak on conditions in her country. She eulogised the Malays, Sea Dyaks, Chinese and Hindus who had been so devoted to herself and her husband, and she proceeded to show how they have a voice in their own administration, because no law is promulgated by the Raja until it has been passed by the special representative of the people, and until the Raja has himself discussed it with the humblest of his subjects. Then she gave this idyllic picture of Sarawak, that has been making tax-troubled Britons long to be going thither. "The palace door is ever open, and the very beggar in the streets—if there are any beggars in this veritable garden of Eden—can wander in at any moment and relate his troubles, or give his opinions, or ask a favour of his Sovereign in person." Never has the Rani met such perfect naturalness and such perfect breeding as was to be met with daily among all classes of those whom people here at home would regard as savages pure and simple. Further she praised her husband's policy of refusing to allow the country to be exploited by the Stock Exchange or Wall Street speculator. He might have lost a good deal of personal aggrandisement thereby, but he set the benefit of his Sarawak community above all things.

THE FEMINIST MOVEMENT IN ITALIAN CONVENTS.

If news from Italy is to be believed the feminist movement seems to be invading the convent, in a certain degree at any rate, and to be giving some anxiety to the Vatican. It is reported that the Pope has a plan under consideration to suppress all recent sisterhoods and those with a very small membership, and then the members will either have to go home to their relatives or be put through a very rigid examination prior to being admitted to one of the older and stronger organisations. This has been brought to the mind of the Pontiff by the constant reports from bishops in all countries that the religious communities were increasing too fast and were showing an inclination to claim autonomy of government: that carried them outside the strict vigilance of the religious authorities as desired by

the Pope. The reports also express the fear that a very large number of the younger women have joined communities from caprice, or vows other than those arising from a consciousness of fitness for a religious vocation.

THE SAFETY OF SHIPS' PASSENGERS.

The experts of the Board of Trade being still of the mind that the safety of passengers at sea rests more with the bulkheads and wireless apparatus than with a full complement of boats for all, it is interesting to record an advance in the construction of the water-tight bulkhead doors. A new type has just been shown in London which operates by hydraulic pressure. The captain on the bridge can, by pressing a lever, close all the doors at once and an indicator by his side shows when the operation is complete. A rush of water into a compartment will, as in many other types, automatically close the door, but this new Brunton system improves on that to the extent that after a collision the indicator on the bridge will show exactly what compartments are flooded and then the captain can reopen all the doors of compartments not affected, leaving the essential doors still closed. Thus knowing just where the trouble is, the crew can proceed to shore up the bulkheads. It may be added that this Brunton door will not close on anybody standing in the doorway, and while the captain on the bridge cannot re-open the door of a flooded compartment a person inside or outside it can do so. But he cannot leave it open, because immediately he takes his hand off the lever it closes itself. Men working the coal may keep the bunker doors at any state of openness, partial or complete. So far as I can gather from expert opinions the mechanism is both simple and strong and eminently suited for use in rough sea conditions. The originators claim that the initial cost and the cost of upkeep are lower than other systems. By using a fusible plug that the heat can melt, the system can also be adapted for isolating a compartment where fire has broken out, so that it can be adopted for fire-proof buildings as well as ships. In that case, on an alarm of fire, all doors could be closed at once from a central position. Reopening them would reveal the seat of the fire, for not only would the door of the affected compartment remain closed but the indicator would show it.

THE FAMOUS BOULDER'S LOCK.

Another instance of the mechanical aids that have come to the service of our watermen is now to be seen on the Thames at the famous Boulder's Lock, where the crush used to be so great that it took a long time for the craft on a busy Sunday to get through. It has now been fitted with as much machinery as a tube station. It was inaugurated this week by a distinguished company, with Lord Desborough at the head of them. The old lock has entirely disappeared and in its place is a sort of moving staircase or "boat conveyor" that takes up the small craft on a sort of endless chain arrangement, lifts them over the lock and shoots them off into the water again on the other side. In this way three hundred boats an hour can be got rid of. Heavier craft, such as motor boats, pass through a new lock, entirely separate from this latest contribution to the science of speedy traffic.

THORNS IN THE SIDE OF THE GOVERNMENT.

Two awful strokes this week must be credited to the Government. The chief thorns in their side just now are the Labour men, who are pressing three-cornered contests at Crewe and Hanley and threaten to smash up the coalition, and the "Little Navy" men who declare they will make things hot for the Cabinet if much money is spent on ships. Here, then, are the two awful strokes. The Labour men have threatened to abstain from attendance at the House, leaving the Government to look after its own majorities, so the Government set down for this week the Franchise and Redistribution Bill for second reading on Monday and Tuesday. If the Labour men had stayed away in a body it would have made the matter a very conspicuous one and would surely react on them in the constituencies, for the bill concerns manhood suffrage, from which they, of all people, must stand to gain most. As to the "Little Navy" section, who wanted to keep the House sitting on Tuesday when the great naval display was fixed for Spithead, the Government set down such measures as the Mental Deficiency Bill and the Inebriates Bill, neither of which the little navy men would be prepared to reject, and if they did it would not affect the position of the Ministry.

Both sections are sore at the contemptuous way the Government have treated their threats, but the fact is the majority of the House are rather tired of both and rather welcome the opportunity of clearing the air with the aid of a thorough "dust up." The first effects of the Labour abstention from the division lobby were sufficiently ominous, however. There was a question introduced bearing on the doings of the Secretary for War, and most of the Labour men abstained, so that the Government majority fell to 48.

If that sort of thing continues there is a hot time ahead, for all the Liberals will have to stick close to their duties and the Conservatives will be for ever on the pounce for a snap division that will defeat the Government.

AN ARMY OFFICER'S SARCASM.

It was a sombre debate on the Army vote, relieved only by one incident. A Unionist officer was impelled to make some insinuations about Lord Tullibardine's Highland Yeomanry. According to him, when the gallant ghillies wish to get across country really fast they get down and push the horses. In consequence of this habit the War Office has not provided them with bayonets, since they might use the weapon to expedite the progress of the steeds—a picturesque bit of exaggeration that made the House roar.

THE HEALTH OF THE KAISERIN.

Reports from Berlin confirm the accounts that have been in circulation here as to the indifferent health of the Kaiserin. It seems that she has suffered with her heart for some years but now alarming symptoms have developed and the physicians have ordered her to abstain from any exertion or strain that can possibly be avoided. Consequently nothing more than strictly personal correspondence will be allowed to reach her for the present and all but one or two public engagements have been cancelled. The announcement is made, however, that there is no need for immediate anxiety, as complete rest and quiet are expected to result in a material improvement and a cruise aboard the Imperial yacht a little later is expected to have wonderful results.

THE DOCK STRIKE.

The dock strike, besides inflicting starvation on thousands of the poor along the Thames-side, is making things hard for the trading community generally. Especially has it interfered with the rubber auctions for the past month. Usually the auctions have taken place on Tuesdays and Wednesdays, fortnightly, but of late the difficulty of getting the Eastern plantation rubber unloaded has caused delays and even then the amounts offered have been below the usual level. In spite of that, the reports just available of the trade of the Port of London shows the rubber industry has developed on the Thames in the past few years. The space at the St. Katharine's Dock has been used up to now has proved utterly inadequate, and as the wool trade is dealt with there too, it has been decided to transfer the rubber business to the London docks, for the traffic in the commodity has gone up in five years no less than three hundred per cent. Besides this change, the Port Authority's business has increased in other ways so much that wide alterations are impending, including the demolition of the Crutched Friars Warehouse, the site of which is required for the Authority's new office. The warehouse was built in the eighteenth century and was originally one of the numerous depots of the East India Company. It stands on the site of the Admiralty offices, where Peppys lived and wrote his famous diary. It has long been the principal depot for the cigars and cigarettes imported into London.

GUARDING THE SECRET.

WHERE SYNTHETIC RUBBER IS BEING MADE.

Stringent precautions, the *Pall Mall Gazette* says, have been taken by the discoverers of the new process for manufacturing synthetic rubber to prevent the secret bacteria from being stolen from the works at Rainham, in Essex. This is not surprising when it is remembered that £25,000 has already been spent in experimental work, and that if the process proves a commercial success a huge fortune will be reaped by those responsible for its discovery.

The site of the works, which is on a lonely and isolated peninsula in the river, is peculiarly adapted for the purpose, as it can only be approached by land from one direction. In order, however, to run no risks whatever, a heavily armed guard and four ferocious dogs are kept there night and day. The chief danger, of course, is at night-time, and as a further precaution the vessels in which the bacteria are working are specially constructed so that they cannot be opened by an intruder, even if he was equipped with the best engineering or burgling appliances, under twenty minutes, and then his trouble would be useless, as the vessels are so built that if forced open an influx of superheated steam would destroy the bacteria immediately, and probably seriously injure the intruder.

Every endeavour, too, has been made to retain the unswerving loyalty of the whole of the staff concerned. Everyone connected with the enterprise, it is understood, is working on a co-partnership basis. Professors Perkins and Fernbach and the chemists of Messrs. Strange & Graham (Ltd.), with Dr. Matthews at their head, have been retained under long agreements of approximately nineteen years, so that any improvements made by the research group will become the property of the new company.

Big as the sum of £25,000, which has been spent on experiments, is, it seems small when compared with the £250,000 which it is reported the German group, which has been working towards the same end, has expended. The disparity in the sums spent by the Anglo-French and German groups is explained by the fact that the former have had the advantage of being able to do much of their work at the laboratories at the University of which their principal chemists are such distinguished members, and also by the fact that the principal chemists rely for their remuneration on a share of the profits.

PREFERENTIAL RIGHTS TO DIVIDENDS.

WILL V. UNITED LANGKAT PLANTATIONS COMPANY (LIMITED).

Before the Master of the Rolls, Lord Justice Farwell, and Lord Justice Kennedy in the Court of Appeal on the 1st ult. an appeal was heard by the defendants from a decision of Mr. Justice Joyce.

The action was brought by the plaintiff, suing on behalf of himself and all other Preference shareholders of the company, claiming a declaration that a resolution of the company purporting to have been passed and confirmed as a special resolution at meetings held on June 23rd, 1909, and July 26th, 1909, was invalid, illegal, or ineffectual, so far as any rate as the same purported to affect the rights and interests attaching to the Preference shares of the company, and that the Preference shares entitled to rank for dividend *pari passu* with the Ordinary shares of the company as against any profits of the company available for distribution as dividend after providing for a cumulative preferential dividend of 10 per cent. on the Preference shares and a dividend of 10 per cent. on the Ordinary shares.

Article 115 of the original articles of association of the company provided that, "subject to any priorities that may be given upon the issue of any new shares, the profits of the company available for distribution . . . shall be distributed as dividend among the members in accordance with the amounts paid on the shares held by them respectively."

On July 13th, 1891, at an extraordinary general meeting of the company, resolutions were passed providing (1) That the capital of the company should be increased to £450,000 by the creation of 50,000 new shares of £1 each; (2) That the new shares be called Preference shares, and that the holders thereof be entitled to a cumulative preferential dividend at the rate of 10 per cent. per annum on the amount for the time being paid up on such shares; and that such Preference shares rank, both as regards capital and dividend, in priority to the other shares. Subsequently 20,000 Preference shares were issued. The resolution passed at the meetings held on June 23rd, 1909, and July 26th, 1909, approved of new articles of association of the company.

THE CIRCULAR TO THE SHAREHOLDERS.

In a circular issued to the shareholders on June 14th, 1909, it was stated the new articles were variations and additions to the original articles, and were merely such as were necessitated by the alterations which had been made in company law since the incorporation of the company, and did not materially affect the rights of the shareholders as they existed under the original articles, and it was further stated that Articles 3 and 11 did not in any way alter the rights of the Preference shareholders, but set out more clearly and extensively the rights attaching to these shares.

Article 111 of the new articles replaced Article 115 of the original articles, and provided that "Subject to any priorities that may be given upon the issue of any new shares, or may for the time being subsisting, the profits of the company available for distribution shall be applied first in payment of a cumulative dividend at the rate of 10 per cent. per annum paid on the original Preference shares of the company, and subject thereto shall be distributed as dividend among the holders of the Ordinary shares in accordance with the amounts for the time being paid on the Ordinary shares held by them respectively." The Preference shares never received more than 10 per cent. dividend, although much larger dividends had been paid on the Ordinary.

Mr. Justice Joyce said that the question how the surplus profits of the defendant company were to be distributed depended on the resolution of July 13th, 1891, with the original articles of association, and in particular Article 115 read in connection with it. In his view the priority given to the Preference shares was the right to be paid 10 per cent. cumulating; subject to that, the profits were to be divided equally between the members. The result was that the Preference shareholders were to be paid a cumulative dividend of 10 per cent.; then the Ordinary shareholders were to receive a dividend of 10 per cent. and the surplus profits were to be paid equally to all the members of the company. The new articles were therefore invalid and must go, and for the future distribution must be made in the manner he had stated.

THE DEFENDANTS APPEALED.

The Master of the Rolls, in the course of his judgment, read the resolution and articles set out above, and said that the question was whether the Preference shareholders were entitled to anything beyond 10 per cent. What was the meaning in the resolution that the holders of Preference shares should be entitled to a cumulative preferential dividend of 10 per cent. per annum? It seemed to his Lordship that the ordinary meaning was that stated in the resolution, which defined and limited the dividend which the shareholders could take. His Lordship adopted the view taken in *Palmer's Company Precedents* (11th ed.), Part I, p. 814:—"It is generally assumed that where the preference shares are given a fixed preferential dividend at a specified rate, that implicitly negatives any right to take any further dividend." That assumption was, in his Lordship's opinion, well founded.

It was remarkable that, though preference shares had been known for over 60 years, there was not a single instance in which the question had been raised. The effect of the resolution entitled the Preference shareholders to 10 per cent. and no further right or interest in the profits. But it was said that the Court ought to see what, according to the true construction of the articles, was the position of all the shareholders of the company, and if it was found that all members of the company were entitled to share ratably in the profits the Court ought not to cut down the right of the Preference shareholders unless they found something to negative their right. His Lordship did not find in Article 115 anything which

would justify the Court in coming to such a conclusion. In matters in which a resolution was silent, the articles would prevail, but when there was a resolution which, according to its true construction, contemplated the payment of a fixed dividend and a fixed dividend only to the Preference shareholders, that was an exclusion of Article 115 in the sense in which that article was relied on by the respondent.

THE PRACTICE OF THE STOCK EXCHANGE.

His Lordship had already stated that the contentment of the respondent was one which had never before been raised in argument, but in the more modern company precedents in order to avoid doubt negative words were inserted. No doubt that was desirable, and if it had been adopted in the present case, the Court would have been deprived of the duty of listening to the arguments addressed to them. On the other hand, clear words were adopted giving the Preference shareholders further rights when that was desired.

Mr. Younger had urged that the true way of construing this resolution was that first the Preference shareholders got 10 per cent., then the Ordinary shareholders got 10 per cent., and then the surplus profits were to be equally divided among all the shareholders of the company. His Lordship thought that that would be an unjust position to arrive at, having regard to the terms of the resolution. The Court could not ignore altogether the practice of the Stock Exchange, and it was commonly recognized that Preferential stock carried a fixed dividend and nothing more. With great respect to Mr. Justice Joyce, his Lordship thought that his conclusion was wrong, and that the appeal must be allowed.

The Lords Justices also delivered judgments allowing the appeal.

THE TERM "MIKADO."

We have been asked whether it is considered "respectful" to speak of the Emperor of Japan as the Mikado. We may best answer the question, we think, by quoting the following somewhat lengthy paragraph from Mr. J. Morris' sketch of the late Emperor Mutsuhito in his "Makers of Japan":—

It may be useful here to explain that the title of Mikado by which his Majesty is perhaps best known to Europeans, although undeniably an appellation of great antiquity and in no degree derogatory, is in little use in Japan itself. Literally it signifies the "honourable gateway" or "entrance," and though in ancient times the designation, when applied to a ruler who dispensed justice from a seat at the entrance to his pavilion, may have been more or less an appropriate title, it may be also that as years went by the preference of the people for some term that should more definitely convey the idea of the sovereign's supremely exalted origin, according to their popular belief, led to the gradual adoption, in official documents, of the title of Tenno, and in common conversation of that of Ten-shi, terms which are in general use at the present day. The perpetuation of the term Mikado among foreigners, though almost obsolete among the inhabitants of the Ten-shi's realm, is on a par with the retention of the name "Japan" as that of the country itself, it being a survival of the "Jipangu" of Marco Polo, who thus alluded to it in writing an account of his travels. Marco Polo's book was prepared in 1298 at Genoa, and Jipangu was doubtless the traveller's rendering of the Ji-pen-kwoh of the Chinese, the name by which Japan is known to that nation to-day, and by which Marco Polo heard the island Empire spoken of some 600 years ago. To the Ten-shi's subjects their land is Nihon-koku, or Sun-origin Land, a term that is fairly translated, perhaps, as the Land of Sunrise. Ji-pen-kwoh, in Chinese, has precisely the same meaning, and the three ideographs employed are identical in Chinese and Japanese, the difference being one of pronunciation only. Though the dwellers in Nihon know as a rule by this time what is meant by Japan they always speak of their land as Nihon or Nipon, and though they know to whom strangers allude as the Mikado, they refer to his Majesty as the Ten-shi or Tenno. Nevertheless, the term in use abroad, though they have less to recommend them on the score of accuracy, either for country or ruler, bid fair to survive for generations.

ANCIENT CHINESE WRITING.

The British Museum has acquired a collection of animal bones inscribed with archaic Chinese characters of a more primitive type than any yet found even on the ancient bronzes. These bones were purchased some months ago by the authorities of the Museum. Owing to their extreme antiquity the characters have been deciphered only in part. Many of them, indeed, are far more primitive than any characters yet identified. It is clear, however, that these writings are the records or notes of inquiries made mostly by the king. The bones, having been inscribed with questions which then appeared in the bones were interpreted according to interrogation, was carried out by professional diviners. The inquiries relate to such things as the prospects of rainfall, harvests, the fate of prisoners, hunting expeditions, change of residence, and so forth. One eminent authority inclines to assign the date of the inscriptions to the middle and the early part of the Chou dynasty, which lasted from B.C. 1122 to B.C. 249; but two modern Chinese critics attribute them to the Shang dynasty, which lasted from B.C. 1766 to B.C. 1122. In any case they are the oldest forms of Chinese writing that have survived.

INTIMATIONS

HUMOUR ON WRISTS KNEES AND FEET

Doctor Said He Had Eczema as Bad as Anybody Could. Got No Rest. A Little Cuticura Ointment Cured Him.

"When my husband's eczema started first, it was a swelling in his face and he could hardly see out of his eyes. Then it started to come out in humours on his wrists, knees and feet which were the worst parts of all, the other parts of his body being broken out in spots. They irritated something shocking and he could get no rest with it. I sent for a sample of Cuticura Ointment and while I had sent for that a lady gave me some in a small tin, about as much as the sample tin. My husband used all but a very little so you see it didn't take much to cure him. "Before he tried the Cuticura Ointment he went to the doctor, who said my husband had eczema as bad as anyone could, and gave him some medicine, but that did him no good. We think if it hadn't been for the Cuticura Ointment he would still have had eczema, but it soon went after using the Cuticura Ointment." (Signed Mrs. E. B. Moore, Newenden, nr. Wickford, Essex, England, July 13, 1911.) One of the most successful treatments for eczema, whether applied to the youngest infant or the oldest person, is not baths with Cuticura Soap and gentle sojournings of Cuticura Ointment. For more than a generation, these pure, sweet and gentle emollients have proved the most efficient agents in the speedy and permanent relief of all forms of eczema, rashes, itchings and irritations of the skin and scalp. A single set is often sufficient. Although Cuticura Soap and Ointment are sold throughout the world, a liberal sample of each, with 32-p. book on the treatment of skin and scalp affections, will be sent post-free on application to the nearest depot: F. Newbery & Sons, 27, Charterhouse St., London; R. Town & Co., Sydney, N. S. W.; Lemon, Ltd., Cape Town; Muller, Madelon & Co., Calcutta and Bombay; Potter, Drug & Chem. Corp., sole props., Boston, U. S. A.

8-19

Chs. J. Gaupl & Co.,

ALEXANDRIA BUILDINGS, CHATELAIN ROAD.

Always have on hand a very large complete stock of

SCIENTIFIC AND SURVEYING INSTRUMENTS

(Transits, Levels, Plane Tables, Prismatic and Sight Compasses, Hand Levels, &c., &c.)

DRAWING INSTRUMENTS AND MATERIAL

(T Squares, Set Squares, Stra't Edges, Scales, Inks, &c., &c.)

AGENTS FOR—

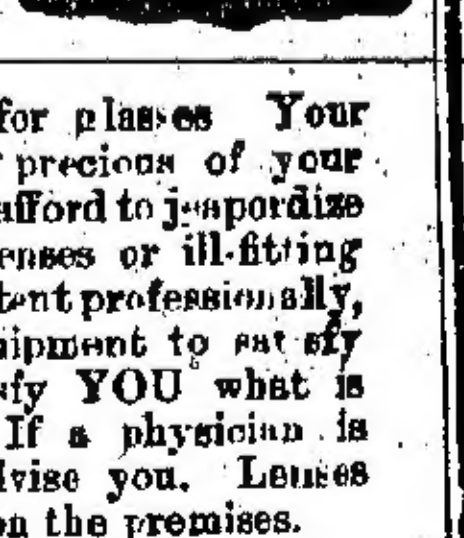
W. F. STANLEY & Co., LTD., LONDON.

E. R. WATTS & SON, LTD., LONDON.

45

WE ELIMINATE GUESSWORK

BY USING THE LATEST AND MOST SCIENTIFIC APPLIANCES



In testing the sight for glasses Your eyesight is the most precious of your senses and you cannot afford to jeopardize it by using incorrect lenses or ill-fitting frames. We are concerned professionally, and we have the equipment to test eyes ourselves and to satisfy YOU what is best for your eyes. If a physician is needed we will so advise you. Lenses ground and polished on the premises.

CLARK & Co. SCIENTIFIC OPTICIANS YORK BLVD. CHATER RD. HONGKONG

76

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NEW ADVERTISEMENTS

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "LAISANG" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on the 6th inst. will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 5th August, 1912. [15]

WANTED.

BY EUROPEAN FIRM doing large business in Imports and Exports, a COMPEADORE. Cash Security of at least \$50,000 required.

Apply to—
A. B.,
Care of "Daily Press" Office,
Hongkong, 30th July, 1912. [948]

SARAWAK GOVERNMENT COLLIERIES.

NOTICE IS HEREBY GIVEN that Mr. H. F. MAY has ceased to be General Manager of these Collieries and that Mr. THOMAS LEWIS has been placed in charge at Brooketon and Labuan.

This will cause no difference in the Supply of Coal to Ships either at Brooketon or Labuan Wharves.

By Order,
F. H. DALLAS,
Treasurer of Sarawak.
Sarawak, 22nd July, 1912. [955]

FOR SALE OR TO LET.

Furnished or Unfurnished.

"LEWENOR," No. 115, THE PEAK. Possession October 15th, 1912. Full Particulars of Price or Rent can be obtained from—
Messrs. JOHNSON, STOKES & MASTER, Solicitors,
Prince's Buildings, Ice House Street, Hongkong, 26th July, 1912. [939]

For a Change

Try our

AUSTRALIAN LAMB.

You will be delighted with the result.

THE

DAIRY FARM CO., LTD.

[30]

GRACA & CO.

PRINCE ST. (Hongkong Hotel Building),
Dealers in
POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, TOYS, &c.
Just Received a Fine Selection of BABY DOLLS
WITH
CHINESE DRESSES. [863]

UNPRECEDENTED

GRAND MIDSUMMER

CHEAP SALE

(For 15 Days Only).

Everything going off at

Bedrock Prices.

Call Early, call often—you won't regret it.

HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central,
Corner of Zealand Street, Hongkong,
Hongkong, 3rd August, 1912. [950]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

[423]

PUBLIC COMPANIES

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY MEETING OF THE SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Matheson, THIS DAY (TUESDAY), the 6th August, at 12 o'clock Noon, for the purpose of receiving a Report of Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd July to 5th August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary. [905]

Hongkong, 6th August, 1912.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 17th day of August, 1912, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1912.

The REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 5th August, to SATURDAY, the 17th August, 1912 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,
N. J. STABB,
Chief Manager. [950]

Hongkong, 1st August, 1912.

TO LET

TO LET.

OFFICES in King's Building.

Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.,
Hongkong, 1st August, 1912. [121]

TO BE LET.

SHOPS AND OFFICES, IN ALEXANDRA BUILDINGS.

Apply—
A. S. WATSON & Co., Ltd.,
Alexandra Buildings.
Hongkong, 22nd May, 1912. [123]

TO LET.

ON SHAMSHEN, BRITISH CONCESSION.

SIX ROOMS and LARGE OFFICES, recently in occupation of Standard Oil. Best business situation.

Apply to—
T. E. GRIFFITH,
Canton, 3rd August, 1912. [966]

TO LET.

"GREENMOUNT," situated at 18, BONHAM ROAD. Newly renovated and comfortable for a suitable Residence. Nice View of the Harbour and Adjacent Islands. Reasonable Rent.

Apply—
No. 4, BIFON TERRACE,
Bonham Road.
Hongkong, 27th July, 1912. [941]

TO LET.

"A BERTHOLWYN," Peak Road, SIX-ROOMED HOUSE, from 15th July.

SHOP with GODOWN attached, Nathan Road, Kowloon.

KOWLOON MARINE LOT No. 48 with WHARF.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings.
Hongkong, 10th July, 1912. [869]

TO LET.

ON 2ND FLOOR, No. 2, PRINCE STREET, ONE-ROOMED OFFICE.

Apply to—
JARDINE, MATHESON & Co., Ltd.,
Hongkong, 23rd May, 1912. [733]

TO LET.

No. 12, BEACONSFIELD ARCADE, First Floor.

No. 13, BEACONSFIELD ARCADE, First Floor.

"THE CASTLE," Castle Road, 9 Rooms, from 1st September, 1912, thoroughly repaired, painted and colonnaded.

LARGE ROOMS, Central Position, Cheap Rent.

1 SMALL GODOWN in Duddell Street (Godown D).

"ROGATE" Austin Road, Kowloon, from 1st April.

For Sale, "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154.

Apply to—
LISTER & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 5th August, 1912. [122]

INTIMATIONS

LANE, CRAWFORD & Co.

OUTFITTING DEPT.

PREVAILING SHADES

IN
CREPE DE CHINE AND POPLIN

NECKWEAR.

PYRAMID HANDKERCHIEFS

Guaranteed Fast Colours.

SPORTS DEPT.

NEW STOCK OF

TENNIS RACKETS

BALLS and POSTS.

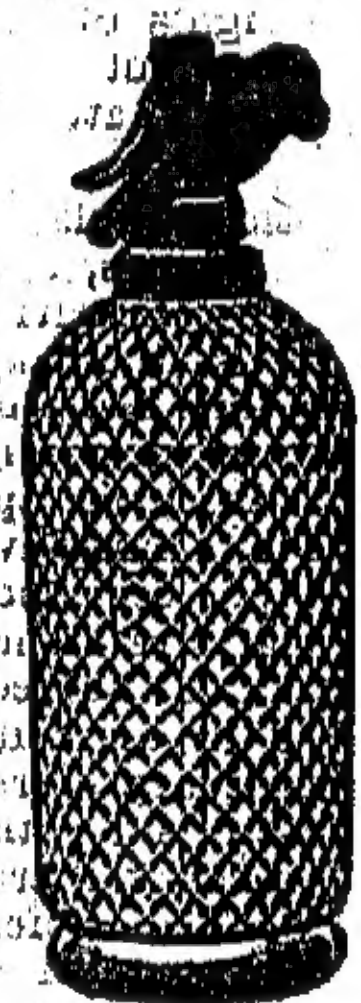
GOLF CLUBS and BALLS

CADDIE BAGS, etc.

LANE, CRAWFORD & CO.

[51]

士通力汽水



HOME-MADE

MINERAL WATERS

—BETTER THAN

FACTORY-MADE.

Why continue purchasing factory-made Mineral Waters? Make your own Mineral Waters at home at a cost of 90 cents a DOZEN SYPHONS. Then you know the water is pure, and contains no disease germs. With the

'PRANA'

SPARKLET SYPHON

and a dozen Bulbs you can make a dozen Syphons of delicious Mineral Water, and the cost is less than if you buy factory-made Mineral Water. All Chemists and Stores sell 'PRANA' SPARKLET SYPHONS and BULBS.

Price of SYPHON \$2 each. BULBS 50 cts. per box.

SYPHON per doz. ... \$16.00 F.O.B.

BULBS per doz. boxes ... \$ 8.00 F.O.B.

KWONG SANG HONG, LTD.,
WHOLESALE AGENTS,
246 and 248, Des Vaux Road, Central,
HONGKONG.

行發總

行生廣港香

公司限有

FOR SALE.

GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent. without extra cost.

Apply—
MANAGER,
"Hongkong Daily Press" Office,
Hongkong, 13th March, 1912.

ON SALE

AT THE

HONGKONG DAILY PRESS

OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route

from CANTON TO WUCHOW

BANKS

THE SPECIE BANK

YOKOHAMA LIMITED.
AUTHORIZED CAPITAL.....Yen 40,000,000
PAID-UP CAPITAL.....Yen 30,000,000
RESERVE FUND.....Yen 17,500,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at:
Antwerp-Helen, Liao-Yang, Ryojan,
Calcutta, Bombay, London, San Francisco,
Canton, Hongkong, Lyons, Shanghai,
Dairen (Dalny), Nagasaki, Yokohama,
Fengtien (Mukden), Newchwang, Tientsin,
Hankow, New York, Tokyo,
Kobe, Osaka, Peking.

INTEREST ALLOWED ON CURRENT ACCOUNTS.
Deposits received for fixed periods at rates to be obtained on application.

TAKAO TAKAMICHI,
Manager,
Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000
RESERVE FUNDS:—
STERLING ... \$1,500,000 at 2/—=\$15,000,000
SILVER ... \$16,750,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS.

E. BELLING, Esq.—Chairman.
F. H. ARMSTRONG, Esq.—Deputy Chairman.
Andrew Forbes, Esq., G. H. Medhurst, Esq.,
G. F. Frieland, Esq., W. L. Pattenden, Esq.,
C. S. Gubbay, Esq., Hon. Mr. C. H. Ross,
G. E. Laurens, Esq., H. A. Siebs, Esq.,
F. Lieb, Esq.

CHIEF MANAGERS:

Hongkong—N. J. STABB.

ACTING MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

N. J. STABB,
Chief Manager.
Hongkong, 23rd May, 1912. [19]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID UP CAPITAL ... £1,200,000
RESERVE FUND ... £1,500,000
RESERVE LIABILITY OF PROPRIETORS ... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.
Hongkong, 12th April, 1912. [133]

THE MERCHANT BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000
SUBSCRIBED ... £1,200,000
PAID UP ... £1,200,000
RESERVE FUND ... £65,000

HEAD OFFICE:
LONDON, E.C.

BRANCHES:
Bombay, Calcutta, Hongkong, Madras, Rangoon, Singapore, Siam, Yokohama.

AGENTS IN JAPAN:
Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:

BANK OF ENGLAND.

LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Customers. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD,
Manager.
Hongkong, 29th March, 1912. [909]

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (Fl. 12,500,000)
Paid up Capital Fl. 12,401,050 (Fl. 10,333,421)
Reserve Fund Fl. 3,252,157.01 (Fl. 2,717,013)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK,
SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months 4 1/2 per annum.
6 do. 4 per do.
3 do. 3 1/2 per do.

E. J. H. VAN DELDEN, Acting Manager,
No. 8, Des Vaux Road Central,
Hongkong, 17th May, 1912. [22]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ARCADIA,"
Arrived Hongkong on 1st August, 1912.
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex ss. "Sunatra,"
"Egypt" and "Medina,"
From Persian Gulf, ex ss. B. I. S. N. and P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GORDON and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

H. W. D. SHALLARD,
Acting Superintendent.
Hongkong, 1st August, 1912. [1]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "NIPPON MARU."

FROM SAN FRANCISCO, HONOLULU, AND JAPAN PORTS.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on Monday, the 5th Aug., at 5 P.M., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected. No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on FRIDAY, the 9th inst., afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged.

All Claims must be filed on or before FRIDAY, 16th inst., otherwise they will not be recognised.

S. MORIMOTO,
Agent.
Hongkong, 2nd August, 1912. [958]

FROM EUROPE.

THE H.A.L. Steamship

"SUEVIA,"
Captain RASSEL, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 7th inst. at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
Ex ss. "Westphalia" from Havre.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 2nd August, 1912. [954]

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF

By CHAS. J. MALCOLME

Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kowloon, is dedicated to Sir ROBERT HARR, G.C.M.G., and Dr. A. BARNES.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at home.

Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE ... \$5.50

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ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY.

For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly

Approximate Averages for 35 years

WEATHER REPORT.

On the 5th at 11.24 a.m.—Pressure has increased moderately over the S. coast of China to Formosa. It has given way slightly over the Lower Yangtze Valley, the Central Philippines, and Cebu-China.

The typhoon still appears as a shallow depression over N. Annam and Tongking.

An area of high pressure lies to the N.W. of Hokkaido and an area of low pressure, probably a typhoon, to the South of the Bonins.

Moderate S.E. winds are indicated over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.44 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT	FORECAST
Hongkong & Neighbourhood	Same as No. 1.
Kowloon Channel	Same as No. 1.
South coast of China between Hongkong and Lamook.	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.
W. winds, moderate; fair.	

CHINA COAST METEOROLOGICAL REGISTER.

5TH AUGUST, A.M.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.		Weather.
					Direction.	Force.	
Vllostok	7a.	29.97	61	91	SE	0	o
Nemuro	6a.	29.12	—	—	S	—	—
Hakodate	—	30.07	—	—	ENE	—	—
Takao	—	29.91	—	—	NNW	1	—
Koohi	—	29.80	—	—	SW	—	—
Nagasaki	—	29.82	—	—	NE	—	—
Kagoshima	—	29.76	—	—	—	0	—
Oshima	—	29.77	—	—	WNW	1	—
Naha	—	29.77	—	—	NNW	1	—
Tahiti	—	29.84	—	—	NNW	0	—
Bonin Is.	—	29.57	—	—	—	—	—
Chetoo	—	—	—	—	—	—	—
Wei-hai-wei ..	—	29.82	78	86	S	3	b
Hankow	—	—	—	—	—	—	—
Kiukiang	—	—	—	—	SE	1	—
Shanghai	—	29.86	77	100	SE	1	b
Gutzdoff	—	29.81	81	—	—	0	—
Sharp Peak ...	7a.	29.87	89	—	N	1	b
Amoy	—	29.86	81	91	S	4	—
Swatow	—	—	—	—	—	—	—
Taihu	5a.	29.84	—	—	SE	2	—
Taipei	—	29.84	—	—	—	0	—
Tientsin	—	29.85	—	—	—	0	—
Tokyo	—	29.84	—	—	E	2	—
Pescadore	—	29.84	—	—	W	4	—
Canton	9a.	—	—	—	—	—	—
Hongkong	6a.	29.78	80	81	ESE	4	op
Ying Peak	7a.	29.85	81	—	E	5	—
Gap Rock	6a.	29.77	—	—	ESE	5	og
Macao	—	29.77	78	—	ESE	5	—
Wachow	9a.	—	—	—	—	—	—
Hoihow	—	—	—	—	—	—	—
Pakhoi	—	—	—	—	—	—	—
Phulien	6a.	29.65	81	—	ESH	4	o
Tourane	—	29.68	81	—	SW	2	o
C. S. James ...	—	29.78	77	—	SW	—	—
Aparri	—	—	—	—	—	—	—
Manila	—	29.80	—	—	—	—	b
Lugsep	—	29.82	—	—	—	0	b
Bacolo	9a.	—	—	—	SW	3	b
Iloilo	—	29.87	81	—	—	3	c
Cebu	—	29.85	86	—	W	1	—
Layuan	—	29.86	84	—	—	—	—

BANK LINE

REGULAR SERVICE FROM HONGKONG TO
VICTORIA, VANCOUVER,
B.C., SEATTLE &
TACOMA.
VIA
SHANGHAI AND JAPANESE PORTS.
CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON PORTS.

S.S. "LORD DERBY" 7,000 tons, Sailing Aug. 15th

To be followed by other Steamers of the Company at
regular intervals.
Calling at AMOY and KEELUNG if sufficient
inducement offers.
The BANK LINE Steamers are of the Newest Design,
have most Commodious Accommodation, and are fitted with
Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Ports.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
Telephone No. 780. King's Building, Praya Central

ORIENTAL AFRICAN LINE.
NEW LINE OF STEAMERS
TO
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIE" ... 3,000 tons ... On 10th Sept.

And regularly thereafter.
For Rates of Freight or Passage, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS

FROM HONGKONG: ... 10th August.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.
THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers
CALCUTTA.

For Rates of Freight and Further Particulars, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS, [42-43-44]

GOING HOME.

**A HOLIDAY AT HOME AND A WAY
TO GET THERE THAT'S A HOLIDAY
WHY NOT**

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of
California, of Colorado, and the fascinations of Niagara, San Francisco,
Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,
of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water."
Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra.
Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities,
than by any other route. For a return ticket to London
the cost is, but £120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE
First Class accommodations are provided for £43 to London (return ticket £74)
and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular
Civil Service, on application.

STEAMERS.	Tons	Starting	1912
MONGOLIA	27,000	TUESDAY	6th Aug., at 1 P.M.
PERSIA	9,000	TUESDAY	27th Aug., at 1 P.M.
KORFA	18,000	TUESDAY	3rd Sept., at 1 P.M.
SIBERIA	18,000	TUESDAY	17th Sept., at 1 P.M.
CHINA	10,000	TUESDAY	24th Sept., at 1 P.M.
MANCHURIA	27,000	TUESDAY	1st Oct., at 1 P.M.
NILE	11,000	TUESDAY	15th Oct., at 1 P.M.
MONGOLIA	27,000	WEDNESDAY	23rd Oct., at 1 P.M.

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.
KING'S BUILDING (opposite the Blake Pier).

FRED J. HALTON, AGENT.

Telephone No. 141.

**HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

TUESDAY, 6th August, 1912.	
8 a.m. "HONAM."	8 a.m. "HEUNGSHAN."
10 p.m. "FATSHAN."	5 p.m. "KINSHAN."
WEDNESDAY, 7th August, 1912.	
8 a.m. "HEUNGSHAN."	8 a.m. "HONAM."
10 p.m. "KINSHAN."	5 p.m. "FATSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO. Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG. Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 11th August.
The Company's Steamship "SUI AN."
Will depart from the Company's WING LOK STREET WHARF at 9 a.m.
Departure from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the excursion steamer leaving Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SALINAM," 538 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "BANUI." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Rotal Mansions (First Floor), opposite the Blake Pier. [143]

TOYO KISEN KAISHA

TRANS-PACIFIC

**WESTERN PACIFIC
DENVER AND RIO GRANDE**

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.
S.S. TENYO MARU ... 21,000 tons.
S.S. CHIYO MARU ... 21,000 tons.
S.S. SHINYO MARU ... 21,000 tons.

AND
S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and
free newspaper containing World's happenings by wireless.

**WESTERN PACIFIC-DENVER AND
RIO GRANDE.**

The T.K.K. liners connect at San Francisco with the palatial trains of the Western
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver
WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourist Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierras—Feather River Canon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers
and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 626.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
17, WATER STREET, YOKOHAMA,
AND KING'S BUILDING, HONGKONG

**SWEDISH EAST ASIATIC
CO., LTD.
GOTHENBURG.**

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	Tons	DATE OF SAILING.
SHANGHAI, YOKOHAMA, Kobe and MOJI	"NIPPON"	7,300	About 20th Aug.

For Freight and Further Particulars, apply to
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE.

VIA BRINDISI, PESHAWAR, COLOMBO, ADEN, SUZ and PORT SAID.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th August.
S.S. "AFRICA," 8,800 tons, will leave as above on 19th September.
Cheap rates, Hongkong-Trieste, Venice, £50 1st. £36 2nd. £19 3rd Class.

ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN.

TO SHANGHAI.
S.S. "AFRICA," 8,800 tons, will leave as above on 4th September.
Cheap rates, Hongkong-Shanghai, £5 1st. £4 2nd. £2 3rd Class.

Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.
No surtax, no tips, no inside cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE TO TRIESTE, PESHAWAR AND VENICE,
VIA BRINDISI, PESHAWAR, COLOMBO, BOMBAY, KARACHI, ADEN, SUZ and PORT SAID.
S.S. "VOEWABETS," 12,900 tons, will leave as above on 1st September.

TO YOKOHAMA, KOBE via SHANGHAI.
S.S. "AUSTRIA," 14,300 tons, will leave as above on 28th August.
Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.
CARGO is taken at through rates to all ports in the Atlantic, the Levant and Black
Sea, also to North and South America. For information apply to
SANDER, WIELER & Co., Agents,
Hongkong, 2nd August, 1912. [155]

NOTICE.

RUSSIAN VOLUNTEER FLEET.

PROJECTED SAILINGS FROM HONGKONG:

HOMeward.	OUTWARD.
VIA SINGAPORE, PENANG, COLOMBO, JIBUTI, HOEDEIDA, JEDDAH, PORT SAID, BEKROUT, CONSTANTINOPLE, THEODOSIA, BATOUN, ODESSA.	VIA NAGASAKI, VLADIVOSTOK.
The s.s. "PERM" 4149 R.T. Commander J. Kahani, will leave Shanghai on Saturday, the 3rd August, is expected to arrive at Hong- kong about the 7th August. This Steamer has only 50,000 c. ft. of free space for European Cargo. Shippers are kindly requested to book their Cargo at the Office of the R. V. F. as soon as possible for necessary calculation.	The s.s. "NIJNI NOVGOROD," 3367 R.T. Commander S. Kostromitich, is ex- pected at Hongkong about 31st July. As the above Steamer is fully loaded for Vladivostok only a small quantity of Cargo can be shipped here. Cargo can be booked at the Office of the R. V. F. conditionally and the S/O can be issued only after the arrival of the Steamer.

For further particulars, apply to
CAPTAIN D. A. LUKHMANOFF,
AGENT,
RUSSIAN VOLUNTEER FLEET.

Hongkong, 1st August, 1912.



PHILIPPINES S.S. CO.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu	On 9th Aug., 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 19th Aug., 4 P.M.

For Freight or Passage, apply to
SHEWAN, TOMES & Co., General Managers,
HONGKONG, 1st August, 1912. PHILIPPINES S.S. CO. [13]

**BRITISH INDIA S. N. CO., LTD.
APCAR LINE.**

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD.

S.S. "ARRATOON APCAR," 4450 tons, Capt. R. F. Thomson, will be despatched
to KOBE and MOJI (YOKOHAMA if sufficient inducement offers) on 7th Aug., at 11 P.M.
S.S. "JELUNGA," 3361 tons, will be despatched to SHANGHAI, KOBE and
MOJI on 18th August.

WESTWARD.

S.S. "DILWARA," 5378 tons, Capt. W. J. Bishop, will be despatched for
SINGAPORE, PENANG and CALCUTTA on 15th August.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted
with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
HONGKONG, 6th August, 1911. AGENTS. [192]

**MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.**

BRITISH

Alacrity, despatch-boat, 1,700 tons, 4 guns, 2,000
l.b.p., Comdr. Lamb, C.L., Weihaiwei.
Atlas, admiral's tug, 615 tons, 1,400 l.b.p.,
Weihaiwei.
Bramble, gunboat, 710 tons, 900 i.h.p. Lieut.
Comdr. B. E. Frichard, Kialing.
Britomart, gunboat, 710 tons, 900 h.p. Lieut.
Comdr. W. H. Darvall, Hongkong.
Cadmus, British sloop, 1,070 tons, i.h.p. 1,400
l.b.p., Comdr. Hugh P. R. F. Williams,
Hankow.
Cerberus, water tank and tug, 390 tons, i.h.p. 340
Master W. Smith, Hongkong.
Jllo, British sloop, 1,070 tons, i.h.p. 1,400
Comdr. H. E. Veale, Canton.
Fame, torpedo-boat destroyer, 340 tons,
guns, 5,700 l.b.p., Lt. Comdr. H. S. Monroe,
Hongkong.
Handy, torpedo-boat destroyer 295 tons, 6 guns,
4,000 l.b.p., Lieut. Comdr. Brickenhead,
West River.
Janus, torpedo-boat destroyer, 320 tons, 6 guns,
3,900 h.p., Lieut. Comdr. Maxwell, Hong-
kong.
Kent, armoured cruiser, 9,800 tons, 14 guns,
i.h.p. 22,000, Capt. Allen T. Hunt, Wei-
haiwei.
Kinsha, river gunboat, 616 tons, i.h.p. 1,200
Lt. Comdr. H. Marryatt, Hankow.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400
l.b.p., Capt. F. C. Pasco, Surveying Duties.
Minotaur, armoured cruiser (flagship Vice-
Admiral Sir A. L. Wintles, K.C.B.
C.V.O., C.M.G.), 14,600 tons, i.h.p. 27,000
Capt. G. C. Cayley, Weihaiwei.
Monmouth, armoured cruiser, 9,800 tons, i.h.p.
22,000, Capt. B. H. F. Bartlett, M.V.O.,
Weihaiwei.
Moorhen, river gunboat, 180 tons, 2 guns
i.h.p. 800, Lieut. Comdr. G. P. Leith,
West River.
Newcastle, 2nd class cruiser, 4,800 tons, turbine,
22,000 F.D., Captain George P. E. Hunt,
D.S.O., Shanghai.
Nightingale, river gunboat, 85 tons, 243 h.p.
Lt. Comdr. Malcolm Murray, R.N., Yang-
tze.
Otter, torpedo-boat destroyer, 385 tons, 6 guns
6,300 i.h.p., Lieut. Comdr. Chambers, Wei-
haiwei.
Pegasus, protected cruiser, 2,135 tons, i.h.p.
5,000 (7,000 F.D.), Comdr. F. H. Mitchell,
Weihaiwei.
Prometheus, 3rd class cruiser, 2,135 tons, i.h.p.
5,000, Comdr. H. Luxmore, Amoy.
Ribble, T.B.D., 590 tons, 7,500 F.D., 6 guns,
Lt. Comdr. E. J. G. Mackinnon, Wei-
haiwei.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lt. Comdr. Allen Dixon, West River.
Rosario, depot ship for Submarines, 950 tons
i.h.p. 1,400, Lt. Comdr. N. E. Archdale,
Hongkong.
Sandpiper, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut. Comdr. I. A. S. H. Hutton,
Hongkong.
Snipe, river gunboat, 85 tons, 2 guns 240 h.p.,
Lt. Comdr. Maurice B. Leslie, Yangtze.
Taka, torpedo boat destroyer, 505 tons, i.h.p.
6,000, Gunner E. J. Tello, Hongkong.
Tamar, receiving ship, 4,650 tons, 6 guns,
Commodore R. Anstruther, Hongkong.

PASSED THE CANAL.

June—25th—Braemar, Bulova,
Gandia, Carmathenshire, Matoppo,
Peshawar, Vandalia, Yangtze. 25th—
Ernest Simons, Nubia, Arcadia, Barona
Driesen, Schuytkill, Neleus, Patricia.
2nd—Benueze, Borneo, Calchas, Flin-
shire, Laitou, Taddo, Koto. 5th—
Kilano Maru, Sueton, Titania, Tiamas.
9th—Bohemian, Cobbe, Hymalaya, At-
cater Castle, Baron Ogilvy. July 12th—
Aleinous, Perseus, Scardania, Sithonia,
Tranguebar. 18th—Belgravia, Glenloch,
Hysan, Indrasamha, Kleist, Nera,
Scandia, Africa, Arabien. 19th—Achil-
les, Bayern, Benader, Derflinger, Iyo
Maru, Peiho, Peleus. 23rd—Antenor,
Atuta Maru, Ceylon, Lothian, Nippon,
Pathan, Syria, Walton Hill. 28th—
Machanon, Nore Ulyses, Pisa. 31st—
Caledonian, Prinz Ludwig, Prometheus,
Salazie, Tydeus. August 2nd—Pent-
mond, Hirona Maru, Palma, P. E. Fried-
rich, Seneca, Stentor, Den of Gladis.

ARRIVALS AT HOME.

August 2nd—Andalusia, Derflinger,
Hector, Schuytkill.

ON SALE.

HONGKONG HANSARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1912.

REVISED BY THE MEMBERS.

PRICE - - - \$5.

DAILY PRESS OFFICE,
Hongkong, 6th March 1912.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PERA (Capt. S. Finch, R.N.R.)	10 A.M. 7th Aug.	Freight only.
SHANGHAI, MOJI, KOBE, SARDINIA and YOKOHAMA	ASSAYE (Capt. C. C. Talbot, R.N.R.)	Noon, 7th Aug.	Freight and Passage.
SHANGHAI	ASSAYE (Capt. G. W. Cookman, R.N.R.)	About 15th Aug.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	ARCADIA (Capt. S. Barham)	Noon, 17th Aug.	See Special Advertisement.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent.

Hongkong, 6th August, 1912

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HAIPHONG	"SINGAN"	On 6th Aug. 10 A.M.
MANILA, CEBU and ILOILO	"KAIFONG"	On 8th Aug. 4 P.M.
WEIHAWEI, Cebu and Tientsin	"KUEICHOW"	On 8th Aug. 4 P.M.
SHANGHAI	"CHENAN"	On 8th Aug. 4 P.M.
SHANGHAI	"TAMING"	On 10th Aug. 4 P.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 13th Aug. 4 P.M.
SHANGHAI	"ANHUI"	On 15th Aug. 4 P.M.
SHANGHAI	"ANHUI"	On 17th Aug. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LITAN" and S.S. "SANUI".
AUSTRIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. RED OCEAN FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "FAMING". Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.
REDUCED FARES—SINGLES \$45.....RETURN \$75.
NEW SERVICE—SHANGHAI to ANTUNG sailings on alternate Wednesdays.
For Freight or Passage apply to—
HONGKONG, 6th August, 1912. TELEPHONE 35. AGENTS. [8]

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

MAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOB SHANGHAI, KOBE & YOKOHAMA:

S.S. PISA ...	15th August
S.S. O. J. D. AHLERS ...	22nd August
S.S. C. FERD. LAEISZ ...	11th Sept
S.S. ARCADIA ...	24th Sept

For Further Particulars, apply to—

FOR BOSTON & NEW YORK:
S.S. AMERICA ... 31st Aug.
HAMBURG-AMERIKA LINIE,
Hongkong Office. [10]

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN" ...	Capt. J. S. Roach ...	WED'DAY, 7th Aug., at 12 A.M.
"HAIRANG" ...	Capt. A. E. Hodgins ...	SATURDAY, 10th Aug., at 5 P.M.
"HAICHING" ...	Capt. W. O. Pa-moore ...	TUESDAY, 13th Aug., at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. J. W. Evans ... TUESDAY, 6th Aug., at 4 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
During the months of July and August—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.
For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,

GENERAL MANAGERS.

Hongkong, 6th August 1912.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN ...	On 9th Aug.	On 17th Aug. Noon.
ADENHAM ...	On 23rd Aug.	On 31st Aug. Noon.
EMERALD ...		On 14th Sept. Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars apply to

GIBB, LIVINGSTON & Co.,

AGENTS.

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TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU TENYO MARU.

Speed 21 KNOTS, Displacement 11,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU,"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
NIPPON MARU ...	A. G. Stevens	TUESDAY, 13th Aug., Noon.
TENYO MARU ...	R. Bent	TUESDAY, 20th Aug., at Noon.
SHINYO MARU ...	H. S. Smith	TUESDAY, 10th Sept., at Noon.
CHIYO MARU ...	W. W. Greene	TUESDAY, 8th Oct., at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on TUESDAY, the 13th August, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the FERROVIA NACIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	DATE OF SAILING
KIYO MARU ...	17,500	TUESDAY, 6th Aug., 5 P.M.
BUYO MARU ...	10,500	FRIDAY, 4th Oct., at Noon
HONGKONG MARU ...	11,000	TUESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—TO OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier)

2471

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"SEATTLE MARU"	6,182	TUESDAY, 6th Aug., at 1 P.M.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Sept., at 1 P.M.
	"TACOMA MARU"	6,178	THURSDAY, 3rd Oct., at 1 P.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"MEXICO MARU"	6,064	SATURDAY, 17th Aug., at 1 P.M.
	"CANADA MARU"	6,064	TUESDAY, 17th Sept., at 1 P.M.
	"PANAMA MARU"	6,069	TUESDAY, 15th Oct., at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle

Vancouver, Portland, and San Francisco:—

From Manila	... G. \$130.00
From Hongkong, Shanghai and Keelung	... G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	... G. \$ 95.00

1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ... G. \$110.00

The Co's Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
ANPING via SWATOW and AMOY	"MIYAJIMA MARU"	WED'DAY, 7th Aug., at 10 A.M.
TAMUI via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 11th Aug., at Noon.

N.B.—The Co's Coast-Line and Formosa Line of Steamers, will arrive and depart from Soon Yip Co's wharf (near the Harbour Office, Piers Central).
For information of Freight, Passengers, Sailings, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIRAI,

MANAGER.

7178-7

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

WIRELESS

TELEGRAPHY.

TONKIN

FAST LINE.

in 53 hours.

S.S. "SI-KIANG" Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 14th Aug., 1912, at 9 A.M.

For Passengers and Freight apply to

P. THOMAS, M.M. Co's AGENT.

2

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
ARCADIA ... 7000	August 17	MONGOLIA 10000	Sept. 15	Sept. 21
ASSAYE ... 7500	August 31	MEDINA 12500	Sept. 23	Oct. 4
INDIA ... 8000	September 14	MALWA 11000	Oct. 12	Oct. 18
DEVANHA ... 8000	September 28	MOOLTAN 10000	Oct. 25	Nov. 1
CHINA ... 8000	October 12	MACEDONIA 10500	Nov. 9	Nov. 15
DELTA ... 8000	October 26	MOHRA 10000	Nov. 23	Nov. 29
IVIA ... 8000	November 9	HARMONA 10500	Dec. 7	Dec. 13
ASIA ... 7500	November 23	MOLDAVIA 10000	Dec. 21	Dec. 27

Passengers change Steamers at COLOMBO, and then for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd " £35.50 " £54.25 "

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES

1st class SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
NUBIA ... 6000	September	October 19
SARDINIA ... 7000	September 18	November 2
NAMUR ... 6700	October 16	December 1
NANKIN ... 7000	October 30	December 15
NYNANZA ... 6700	November 13	December 29

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.00 SINGLE, £82.10 RETURN.

2nd " £28.10 " £45.4 " "

For further Particulars, apply to—

H. W. D. SHALLARD,

ACTING SUPERINTENDENT.

781

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	AKI MARU Capt. B. Kon,	12,000	WED'DAY, 14th Aug., at Daylight.
	MISHIMA MARU Capt. A. E. Moore,	16,000	WED'DAY, 28th Aug., at Daylight.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	YOKOHAMA MARU Capt. N. Noda,	12,500	TUESDAY, 13th Aug., at 4 P.M.
	INABA MARU Capt. S. Tomioka,	12,500	TUESDAY, 27th Aug., at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. N. Yagi,	9,600	FRIDAY, 30th Aug., at Noon.
	KUMANO MARU Capt. M. Winkler,	9,600	FRIDAY, 27th Sept., at Noon.
BOMBAY via SINGAPORE and COLOMBO	KAWACHI MARU Capt. Christiansen,	12,000	MONDAY, 19th Aug.
KOBE and YOKOHAMA	ATSUTA MARU Capt. J. Nagao,	15,000	WED'DAY, 14th Aug., at 4 P.M.
SHANGHAI, MOJI and KOBE	COLOMBO MARU Capt. Kamoshita,	5,000	WED'DAY, 14th Aug.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU Capt. M. Winkler,	9,600	WED'DAY, 28th Aug., at Noon.
SHANGHAI and KOBE	JINSEN MARU Capt. Maeda,	4,000	MONDAY, 12th Aug.

Fitted with New System of Wireless Telegraphy.

Cargo only

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong:—

"HIROSHIMA MARU," 4,000 tons, Capt. Hirase, Saturday, 10th Aug.
"TOSA MARU," 6,000 tons, Capt. T. Sato, Saturday, 24th Aug.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st Class	\$135	\$122	\$108	\$95
2nd "	\$ 81	\$ 75	\$ 65	\$ 57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

[12-13-656]

WHY WORK ONE HOUR

If the same work can be done

IN A QUARTER OF AN HOUR!

BUY A

"BRUNSVIGA"

CALCULATING MACHINE

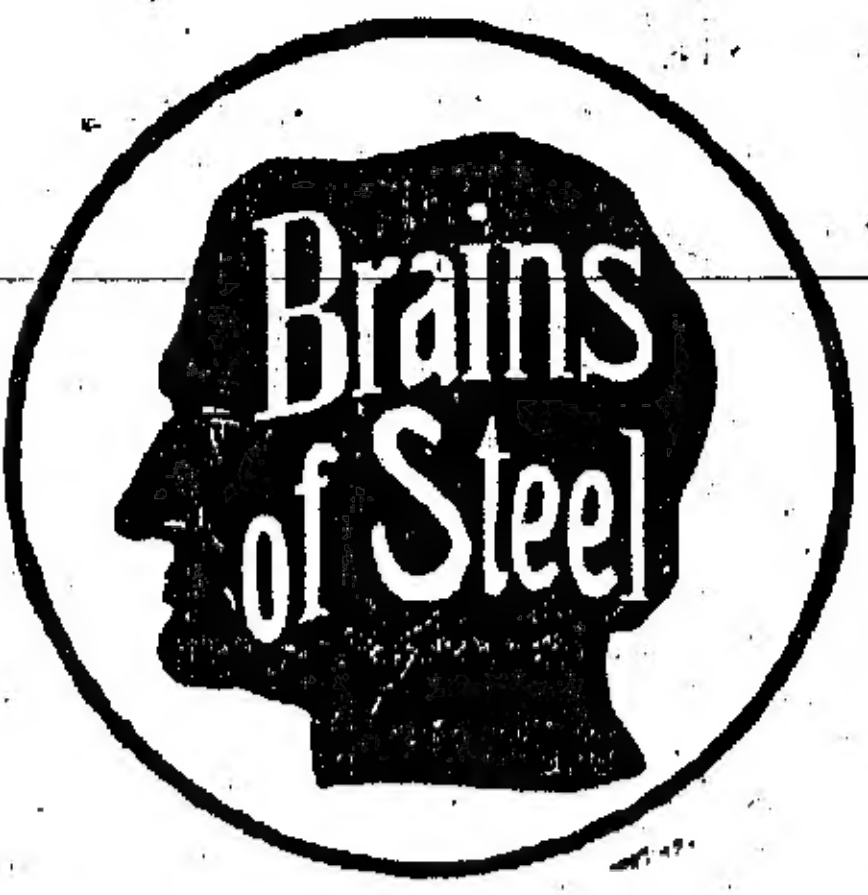
and you will save time and headache.

GENERAL AGENT FOR HONGKONG AND CHINA:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 980.

Hongkong, 2nd August, 1912.



\$220.

If you buy a

"CONTINENTAL"

Your

PRESENT

TYPEWRITER

will be taken as part-payment valued to its condition.

Will be sent for inspection on application.

HUGO C. A. FROMM,

4, QUEEN'S BUILDINGS.

Hongkong, 2nd August, 1912.



OBTAINABLE FROM—

THE SINCERE CO., LTD.,

SUB-AGENT FOR HONGKONG.

Hongkong, 2nd August, 1912.

POST OFFICE NOTICE

* Only fully prepaid Letters and Post Cards are transmissible by the SIBERIAN ROUTE TO EUROPE.

Letters for this route should be superscribed via SIBERIA.

FOR	DATE	TIME
Holbow, Haiphong, Peking and Saigon	Tuesday, 6th	9.00 A.M.
Japan via Kobe	Tuesday, 6th	10.00 A.M.
Swatow, Amoy and Foochow	Tuesday, 6th	10.00 A.M.
Formosa via Keelung, Japan via Nagasaki, Victoria and Tacoma	Tuesday, 6th	11.00 A.M.
Formosa via Keelung, SHANGHAI, NORTH CHINA, JAPAN, HONGKONG, UNITED STATES, CANADA AND SOUTH AMERICA via SAN FRANCISCO (EUROPE VIA SIBERIA)	Tuesday, 6th	11.00 A.M.
Philippine Islands	Tuesday, 6th	1.00 P.M.
Swatow, Amoy and Formosa via Amoy	Tuesday, 6th	1.15 P.M.
Straits and Borneo	Tuesday, 6th	4.00 P.M.
Swatow	Tuesday, 6th	4.00 P.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT AND EUROPE VIA NAPLES (Late Letters 11 to 11.30 A.M. Extra postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	Wednesday, 7th	9.00 A.M.
Swatow, Amoy and Formosa via Amoy	Wednesday, 7th	10.00 A.M.
Straits and Borneo	Wednesday, 7th	10.00 A.M.
Swatow	Wednesday, 7th	10.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT AND EUROPE VIA BRINDISI (Late Letters 11.00 to NOON Extra postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail Extra postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) The Parcel mail will be closed on Friday, the 16th inst. at 5 p.m.	Thursday, 8th	10.00 A.M.
Swatow, Amoy and Formosa via Amoy	Thursday, 8th	10.00 A.M.
Straits and Borneo	Thursday, 8th	10.00 A.M.
Swatow	Thursday, 8th	10.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT AND EUROPE VIA BRINDISI (Late Letters 11.00 to NOON Extra postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail Extra postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) The Parcel mail will be closed on Friday, the 16th inst. at 5 p.m.	Friday, 9th	10.00 A.M.
Swatow, Amoy and Formosa via Amoy	Friday, 9th	10.00 A.M.
Straits and Borneo	Friday, 9th	10.00 A.M.
Swatow	Friday, 9th	10.00 A.M.

COMMERCIAL.

CLOSING QUOTATIONS.

August 3rd

On LONDON—	
Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	1/11 1/2
Bank Bills, at 30 days' sight	1/11 1/2
Bank Bills, at 4 months' sight	1/11 1/2
Credit, at 4 months' sight	2/11 1/2
Documentary Bills 4 months' sight	2/11 1/2
On PARIS—	
Bank Bills, on demand	249
Credit, at 4 months' sight	233
On NEW YORK—	
On demand	502
Bank Bills, on demand	48 1/2
Credit, at 60 days' sight	49 1/2
On BOMBAY—	
Telegraphic Transfer	147 1/2
Bank, on demand	147 1/2
On CALCUTTA—	
Telegraphic Transfer	147 1/2
Bank, on demand	147 1/2
On SHANGHAI—	
Bank, at sight	73 1/2
Private, 30 days' sight	74 1/2
On YOKOHAMA—	
On demand—Pecas	97
On SINGAPORE—	
On demand	84 1/2
On BATAVIA—	
On demand	118 1/2
On HANKOW—	
On demand	7 1/2 p.m.
On SINGAPORE—	
On demand	77
SOVEREIGNS, Bank's Buying Rate	\$10.05
GOLD LEAF, 100 fine, per tola	\$52.30
BAR SILVER, per oz.	27 1/2

SUBSIDIARY COINS.

	per cent
Chinese	20 cents pieces, \$6.68 discount.
Chinese	10 " " \$7.23
Hongkong	20 " " \$5.70
Hongkong	10 " " \$6.95

MAILS VIA SIBERIA.

London	Shanghai
July 17th.	August 3rd.
July 20th.	August 5th.

SHARE LIST.—QUOTATIONS.

HONGKONG, 3RD AUGUST, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$830, sellers
China Bank Corporation, Limited	60,000	\$12	all	\$83, buyers
China Light and Power Company, Limited	50,000	\$5	all	\$24
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$83, sellers
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 80	all	Tls. 96 1/2
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5, sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$23
DOCKS AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$80	all	\$61, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$59	all	\$45, sales
New Amoy Dock Co., Limited	10,000	\$64	all	\$64
Shanghai Dock and Engineering Co., Ltd.	35,000	Tls. 100	all	Tls. 93
Shanghai and Hongkong Wharf Co., Ltd.	400,000	\$10	all	\$44, sellers
Green Island Cement Co., Limited	60,000	\$10	all	\$22 1/2, buyers
Hongkong Electric Co., Limited	12,000	\$50	all	\$113, buyers
Hongkong Hotel Company, Limited	8,000	\$25	all	\$74 1/2, buyers
Manila Metropolitan Hotel Limited	15,000	\$10	all	\$19
Hongkong Ice Company, Limited	50,000	\$25	all	\$207, sales
Hongkong Rope Manufacturing Co., Limited	80,000	\$10	all	\$194, buyers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$3, sellers
INSURANCE.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$240
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$132, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$100
Hongkong Fire Insurance Co., Limited	6,000	\$250	\$50	\$354, sellers
North-China Insurance Co., Limited	10,000	\$15	\$5	\$130
Union Insurance Society, Limited	12,400	\$250	\$100	\$800, sellers
Yongtau Insurance Association, Limited	12,300	\$100	\$60	\$195, Ex 73
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$102, x. div. sel.
Hongkong Land and Building Co., Ltd.	150,000	\$10	all	\$785, sales
Shanghai Land Investment Co., Limited	6,000	\$50	\$30	\$34, buyers
West Point Building Co., Limited	78,000	Tls. 50	all	Tls. 86
Matsechappi tot Mija, Boon-on	12,500	\$50	all	\$54, x. div.
Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 62, sellers
MINE.				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	33/6
Tromoh Mines, Limited	150,000	\$1	all	43/4, buyers
Heawood Tin and Rubber Estate, Ltd.	715,280	\$1	all	\$4
Bamb Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$104, buyers
Peak Tramways Co., Limited	25,000	\$10	\$1 1/2	\$1
Phillips Co., Limited	75,000	\$10	all	\$5, buyers
RAFFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$118, sellers
Luon Sugar Refining Co., Limited	7,000	\$100	all	\$32, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$9, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$26
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$27
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$71, L'don sol. £27
Sholl Transport & Trading Co., Limited	2,500,000	\$1	all	101/4, buyers
Star Ferry Company, Limited	21,000	\$10	all	\$40, buyers
South China Morning Post, Limited	6,000	\$25	all	\$22
Steam Laundry Company, Limited	20,000	\$5	all	\$5, buyers
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$74
Watkins, Limited	10,000	\$10	all	\$43.50 buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$44, buyers
Wissman, Limited	3,000	\$10	all	\$15, buyers
Gande Price & Co., Ltd.	50,000	\$10	all	\$12
Societe des Pulpes et Papeteries du Tonkin	15,000	\$50	all	\$33
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$8, buyers
Union Waterboat Co., Limited	100 shares	\$10	all	\$30 1/2
	50,000	\$10	all	\$94, buyers

RUSSIAN.	Daily Wire	Value.	Interest.	Quotation.
Para Rubber in London	4/10 per lb., sellers.	...
Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Per.

TO-DAY	OFIUM.
Noon—Hongkong, Canton and Macao Steamboat Co., Ltd. Ninety-Second Ordinary Half-Yearly Meeting.	July 29th.
3 p.m.—Auction of Crown Land at below Kennedy Road, by Public Works Dept.	Malwa New ... \$3,100/3,150 per picul.
	Malwa Old ... \$3,175/3,200 "
	Malwa Older ... \$3,225/3,250 "
	Malwa Y. Old ... \$3,300/3,350 "
	Persian fine quality ... \$1,200 "
	Persian extra fine ... \$1,350 "
	Patna New ... \$3,800 per chest.
	Patna Old ... \$3,825 "
	Burmes Old ... \$3,650 "

FORTHCOMING EVENTS.	NOTICE TO KOWLOON RESIDENTS
Saturday, 10th August—	EXTRA COPIES of Daily Press are on Sale daily at the following Stores—
9.15 p.m.—Grand Variety Entertainment at Palace Theatre, Mount Austin.	KOWLOON BOOK STALL, Ferry Wharf
Tuesday, 13th August—	Messrs HUNG CHEONG, Haiphong Road
4.30 p.m.—Lady May's "At Home" at Mountain Lodge.	
Saturday, 17th August—	
Noon—Hongkong and Shanghai Banking Corporation Ordinary Half-Yearly Meeting at the City Hall.	

DO YOU LIKE A LARGE CIGARETTE?

If so, MESSRS. W. D. & H. O. WILLS'

"THREE CASTLES" MAGNUMS



Will just suit you. It is HAND-MADE, QUITE free from dust, and will please the most fastidious Smoker.

Obtainable in air-tight tins of 50 from all Dealers.

ASK FOR

"THREE CASTLES" MAGNUMS.

TELEGRAM

RECEIVED ON 11.11.11. FROM LONDON:—

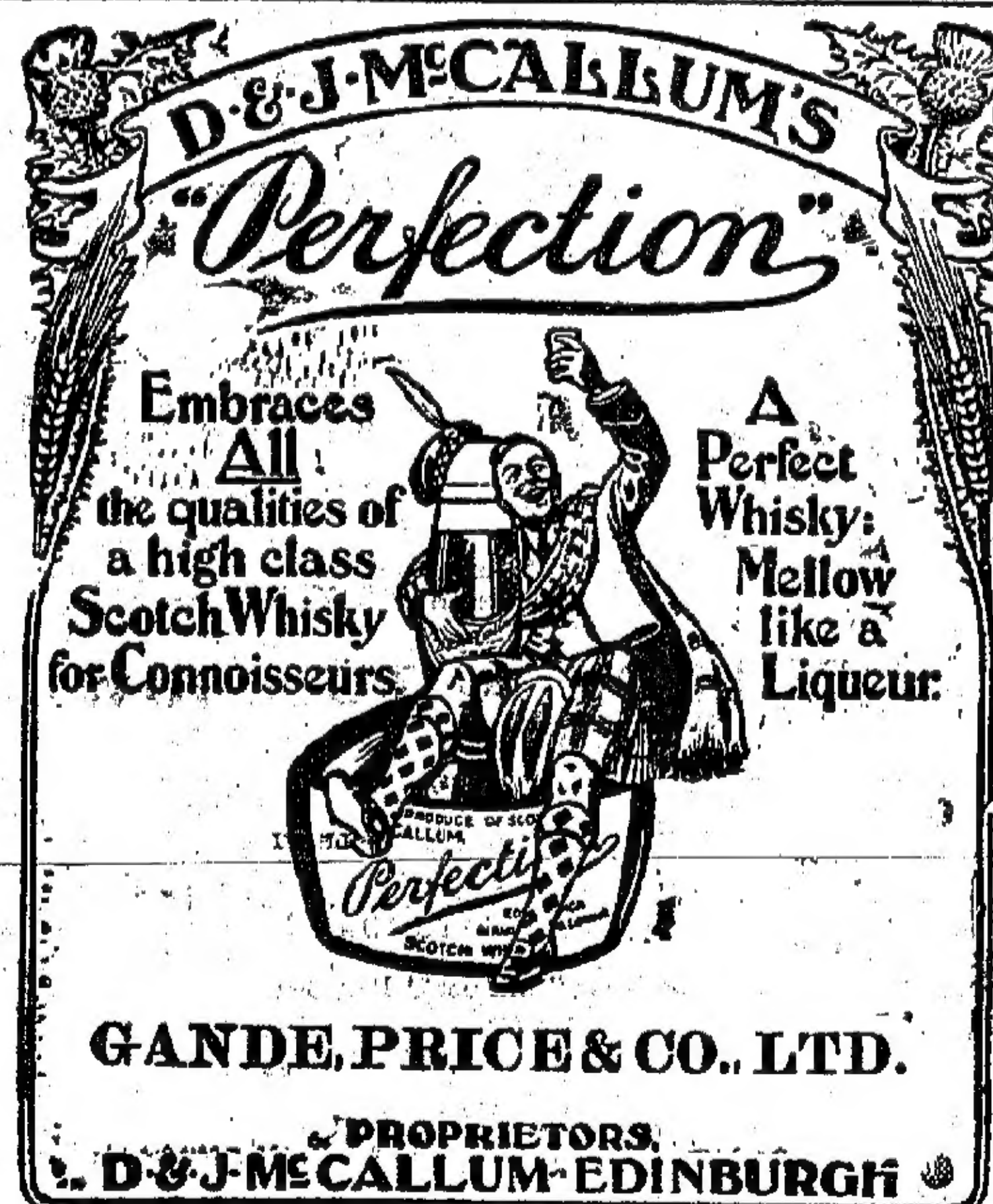


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CONDENSED MILK.
STERILIZED NATURAL MILK.
EVAPORATED CREAM.

ON SALE AT ALL STORES.



GANDE, PRICE & CO. LTD.

D. & J. McCALLUM-EDINBURGH

IMPORTANT TO ENGINEERS.
ANTI-FRICTION METAL
"MARINE BEARING"
FOR LINING BEARINGS
AND
FRICTIONAL PARTS OF MACHINERY.
Is the best in the Market.



ATLAS METAL & ALLOYS CO. LTD.
Large and Old Established Manufacturers of
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14, DES VOUX ROAD CENTRAL, HONGKONG.
Telephone: 385 and 386. Telegram: "MARINEWORK"
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